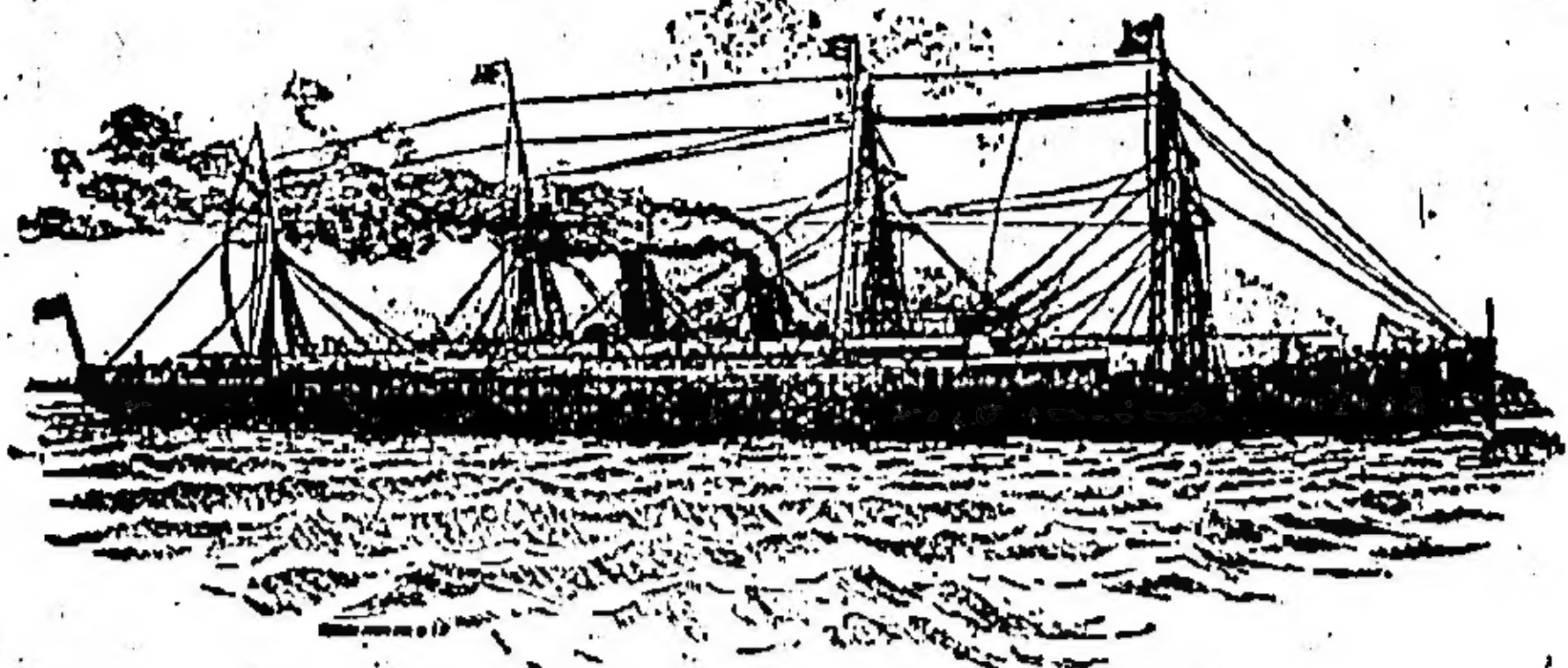


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU" 6,307 Gross Tons	SATURDAY, 31st October, at Noon.
"CHINA" 5,060	FRIDAY, 6th November, at Noon.
"DORIC" 4,784	SATURDAY, 14th November, at Noon.
"NIPPON MARU" 6,307	TUESDAY, 24th November, at Noon.
"SIBERIA" 11,284	WEDNESDAY, 2nd December, at Noon.
"COPPIO" 4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" 6,307	FRIDAY, 18th December, at Noon.
"KOREA" 11,276	SATURDAY, 26th December, at Noon.
"JALU" 4,205	SATURDAY, 2nd January, 1904, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-doors throughout; dock bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Sailing at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 4th November.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 16th December.
"EMPERESS OF CHINA" 6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN" 3,882	WEDNESDAY, 27th January.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 10th February.
"TARTAR" 4,425	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 9th March.
"EMPERESS OF CHINA" 6,000	WEDNESDAY, 30th March.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 20th April.
"ATHENIAN" 3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG.	3rd Nov.
Bremer	(Calling at SINGAPORE and PENANG.)	
CANADA	ANTWERP and HAMBURG.	14th Nov.
Wagner	(Calling at SINGAPORE and COLOMBO.)	
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.
Stern	(Calling at SINGAPORE and COLOMBO.)	
SUEVIA	HAVRE and HAMBURG.	1st Dec.
Borek	(Calling at SINGAPORE and PENANG.)	
ARAGONIA	HAVRE and HAMBURG.	15th Dec.
Font	(Calling at SINGAPORE and COLOMBO.)	
NUNBERG	HAVRE and HAMBURG.	29th Dec.
Jaburg	(Calling at SINGAPORE and PENANG.)	
AMBURG	HAVRE and HAMBURG.	5th January, 1904.
Duckstein	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 27th October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 4,363 tons	Captain H. D. Jones.
"POWAN" 4,363	G. F. Morrison, R.N.R.
"FATSHUN" 4,363	A. A. Dixon.
"HAKUO" 4,363	C. V. Loo, J.
"KINSHAN" 4,363	J. J. Loo, J.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted), and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN" 698 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. Sunday, Du. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 29 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-YUHOV LINE.

S.S. "NANNING" 567 tons, Captain R. D. Thomas.

"SAINAM" 567 tons, Captain H. Branch.

"YAK HING" 567 tons, Captain T. A. Webster.

One of the above steamers leaves Canton for Yu Chow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Yu Chow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queens Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1903. 1357e

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e) PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,
GENERAL STOREKEEPERS,
WINE AND SPIRIT MERCHANTS.

25, Des Voeux Road Central, Hongkong,
and
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.
PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of
HEINZ FAMOUS PICKLES & PRESERVES.
FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!

954c) KRUSE & Co.,
CONNAUGHT HOUSE.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, KOWLOON. J. W. OSBORNE, Proprietor.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING OF
HUMPHREYS ESTATE AND FINANCE CO.,
LIMITED, will be held at the COMPANY'S
OFFICES, Nos. 38 and 40, Queen's Road Central,
Victoria, Hongkong, on SATURDAY, the
31st day of October, 1903, at NOON, when the
SUBJOINED RESOLUTIONS will be pro-
posed, viz:—

1. "That the Capital of the Company
be increased from \$1,000,000 (divided
into 100,000 shares of \$10 each) to
\$1,500,000 (divided into 150,000 shares
of \$10 each) by the creation of 50,000
new shares of \$10 each to be offered and
if accepted to be allotted to the present
shareholders of the Company at par in
the ratio and proportion of one new
share for every two old shares in the
Company held by the respective share-
holders thereof, the amount payable on
each of such new shares respectively to
be paid at such time or times and in such
manner as the Company by its General
Managers may hereafter determine."

2. "That Article No. 82 of the Articles
of Association of the Company be can-
celled and the following Article sub-
stituted therefor:—

"The remuneration of the General
Managers shall be \$4,000 per annum
(which shall cover office rent but
not salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profit of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."

Should the above Resolutions be duly passed
they will be submitted for confirmation as
SPECIAL RESOLUTIONS to a SECOND
EXTRAORDINARY GENERAL MEET-
ING which will be subsequently convened.
Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

931e)

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL
MEETING OF MEMBERS OF the
above Club will be held in the CITY HALL,
on MONDAY, 26th NOVEMBER, at 4 P.M.
By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 26th October, 1903. [1265e

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUNPRACTICE
will be carried out from the West end of Stone-
cutters' Island on the undermentioned dates at
Barral Targets in a Westerly direction, to the
South of Chungshue Island:—
October 30th, at 6 A.M. October 31st, at 3.30 P.M.

By Command, F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th October, 1903. [1295e

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HART
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1904. [1359e

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Abr-Wine at \$18.50

GRACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSMANN & CO.
Hongkong, 16th October, 1903. [1259e

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 1st October, 1903. [1202e

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [1212e

PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MADEWEN, FRICKEL & CO.,

3, DUNDRELL STREET.

1st September, 1903. [650e

JAVA-CHINA-JAPAN LIJN.

渣打中國日本何蘭輪船公司

REGULAR STEAMSHIP LINE FROM

JAVA TO CHINA, JAPAN,
AND BACK.

THE HEAD AGENCY of the above

Company has been OPENED at No. 3,

DUDDRELL STREET.

R. BISSCHOP, General Agent.

Hongkong, 5th October, 1903. [1213e

NOTICE.

Mails.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
TRAITS, CAYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON

**Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)**

THE Steamship
"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 7th November,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London
and Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to advise
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 27th October, 1903. [4]

Notices of Firms.

NOTICE.

M. R. AHMED RAHIM being about to proceed to Bombay **M. R. SOOMARHOY MAWJEE** assumes charge of my Business from This Date and is authorized to sign the Firm in Hongkong, China and Japan, E. PABANEY.

Hongkong, 27th October, 1903. [1298e]

IKEJIRI-COAL.

THE PUBLIC are hereby notified that the Undersigned are the **SOLE AGENTS** for the above mentioned Coal in this Colony.

MIDZUSHIMA & CO.

Hongkong, 8th October, 1903. [1228e]

To be Let.

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 12th September, 1903. [910e]

TO LET.
OFFICES now in course of erection on
 CONNAUGHT ROAD (New Praya) be-
 tween Blake Pier and Queen's Buildings,
 Apply to—
**THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LD.**
 Hongkong, 23rd September, 1903. [1152e]

GODOWN TO LET.
NO. 155, PRAYA EAST, Spacious Two-
 storied Godown. Suitable for Ware-
 or Coal.
 Apply to
**THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LD.**
 Hongkong, 10th July, 1903. [3979]

TO LET.
TWO SPACIOUS GODOWNS—Nos. 93
 and 96, PRAYA EAST.
 Apply to—
H. N. MODY,
 Victoria Buildings,
 Hongkong, 2nd February, 1903. [1132]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Doz.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARIVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	38.00	—
CHATEAU LAFITE	54.00	—

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 234.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:
181 FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICK & Co.)

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903.

[72d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

Telephone, 232.

Hongkong, 29th March, 1903.

[355]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, Le Munyon's, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On other cases, a post and
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCT. 29, 1903.

LOCAL AND GENERAL.

AN Australian will challenge next year for the
America Cup.

WILLIAM Edward Hartpole Lecky, the cele-
brated philosophical and historical writer, is
dead.

GUNNER Brock, of the R.G.A., died at the
Military Hospital yesterday morning after a
short illness.

If you want first class developing and printing go
to Le Munyon. Also strictly fresh fish.—
Advt.

MISS Lamb, a member of the Zenana Mission,
was drowned while bathing at Sharp Peak,
Foochow, on 16th inst.

FOR boarding the steamers *Suevia* and *Hamb-
urg* without permits on two Chinese were
each fined \$10 or fourteen days' imprisonment.

A New York telegram says that *Shiprock I.*
will be transformed into a schooner, and will
be employed to carry scrap-metal to South
America.

A MANILA exchange states:—Mexican curren-
cy has been officially declared non-receivable
for public dues after January 1, 1901. The
official rate of exchange will be 2.30 until that
date.

COMMISSIONER Skinner's report presented to
the Transvaal Chamber of Mines advocates the
importation of Chinese labour under strict
sanitary supervision, and recommends that
every effort be made to increase the supply of
Kaffir labour.

If you want a first class photo of yourself you
can get it at Le Munyon's.—Advt.

THE *Courier de Tientsin* tells the following fish
story:—Some days ago an enormous fish, 36
feet long, was caught in the vicinity of Peitang,
near Tangku. It was cut up and sold in the
surrounding villages. The carcass of the fish
was probably poisonous as 300 inhabitants who
had eaten of it are dead and many others are ill.

ALL three expeditions sent out to the relief of
Otto Nordenskiöld are overdue. The Antarctic
expedition has now been combined under one
chief, Capt. Gylde, of the Swedish expedition's
ship *Fridtjof*. Capt. Gylde met the French
relief ship off Funchal, and by common con-
sent it was agreed that he should be in com-
mand of the expedition.

LAM Kai appeared before Mr. J. H. Kemp at the
Magistracy this morning being charged
with stealing thirty-five pounds of fresh butter,
and two empty bags from the s.s. *Empress of
India* while in the harbour last night. His
Worship sentenced him to two months' hard
labour, and to be exhibited in the stocks for
four hours in lieu of four days' imprisonment.

THE increasing protective tariffs in Russia
have induced Messrs. Thomas Firth and Sons,
of Sheffield, to purchase the Salamander Iron
Works at Riga, in order to retain and develop
their trade with Russia. The newly-acquired
works cover forty acres of land, and include
furnaces, hammers, and rolling mills by the
Cruicible Company and Siemens and Sons, of
London.

ON Saturday afternoon on the Happy Valley
the Hongkong Football Club will play Sher-
wood Foresters. Kick-off at 4.15 p.m. The
following will play for the Club:—F. H. Kew,
goal; H. C. Austin and E. F. Aucott, backs;
G. B. Macdonald, J. W. C. Bonnar, and H. C.
Gray, halves; H. A. Brent, R. A. Whitmore,
W. H. Williams, E. J. Davies, and J. T. Dixon
forwards.

ADMIRAL Marechal, who is in disgrace on ac-
count of having acted in a singular manner to-
wards the Chinese, without previously having
consulted the French Government, is in an
awkward position. M. Pelletan, who insists
on his retirement, nevertheless refuses to accord
him an interview, which has caused M. Mare-
chal to appeal to President Loubet. Needless
to say, all the sympathy is with Admiral Mare-
chal; for, as M. Pelletan is becoming less
popular every day, no matter what scandal in
which his name is mentioned, it is always he
that is accused of being the culprit. There is
not a Minister in France at present that is less
popular than he, says a home paper.

We are still doing business at 31, Des Voeux
Road, Le Munyon.—Advt.

If you want fresh film and good film, you can
get them at Le Munyon's; they are guaranteed.
—Advt.

CHEONG Fuk was charged and fined at the
Magistracy this morning \$150 or two months'
hard labour, for having thirty-one tael of
opium dress in his possession without a permit.

THE new currency legislation at Singapore
puts difficulties in the way of traders, in Acheen
and Peli, settling Singapore and Penang
accounts. But they can still bring the pro-
hibited coins into the colony so long as they
are for re-exportation.

ACCORDING to Manila papers Mr. Poulteney
Bigelow, writing in the *Morning Post*, describes
the Chinese Exclusion Act in the Philippines as
"a gigantic and complicated fraud." Mean-
while, the *Cablenews* states under reserve, that
during the last seven months, 700 Chinese have
been smuggled into Manila, the smugglers
netting \$500 gold per man.

DESPITE the stormy weather experienced in
Japan last month, the prospects of the
rice crop this year are very bright. Accord-
ing to an official estimation recently published
the total yield is calculated at 47,713,166 koku,
which shows an increase of some 29 per cent.
over the yield of last year and of 18.5 per cent.
over the average figure recorded for the last
seven years.—*J. D. I.*

By kind permission of Major Radcliffe and
officers, the Band of the 33rd Burma Infantry
will play the following programme of music,
at the King Edward Hotel, during dinner,
on Friday, the 30th inst. (weather permitting).
March, "The Cornet Patrol".....Ivan Tschakoff
Overture, "Neil Gwyn".....Edward German
Selection, "The Yeomen of the Guard".....Sullivan
Song, "The Wanderer".....Schubert
Selection, "Souvenir de la Russie".....Marrs
Valse, "Española".....Waldteufel
Serenade, "Love in Idleness".....Macbeth
God Save the King.

THE Coin Import and Export Enactment was
passed by the Selangor State Council on 16th
inst. The measure prohibits the importation
of the old British dollar, the Mexican dollar,
the Japanese yen, and all copper and bronze
coins issued by the Governments of British
North Borneo, Sarawak, and Brunei. It also
prohibits the export of the new Straits Settle-
ments dollar of 1903, and the circulation of all
the copper and bronze coins issued by the
three Governments quoted above. These noti-
fications, as regards the importation of the
British and Mexican dollars and the export of
the Straits Settlements dollars, do not apply to
the colony, to the other Federated States, or
to Johore. The other States follow suit.—
Straits Times.

THE Hon. Treasurer of the Alice Memorial
and Netherlove Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:

HOSPITAL SUNDAY.

Union Church	\$250.55
St. John's Cathedral	215.00
To Tsai Chapel (London Mission Chinese)	72.21
Wesleyan Church (Wantsai)	37.84
Volunteer Camp Service	30.10
St. Peter's Church (Half offertory)	20.00
St. Stephen's Church (Church Mission Chinese)	17.27
Peak Church	10.40
Rhenish Mission Chapel	5.00
	\$658.37
Rev. F. F. Gottschalk	10.00

TROUBLE in northern Siam does not seem to
have come to an end yet; and it is feared that
fresh outbreaks may occur at any moment. In
anticipation of such an untoward event the
authorities are again augmenting the forces in
the north. We have it on excellent authority
that quite recently the commander of the forces
in the province of Korat has been authorised to
dispatch some more batches of troops well
offered and equipped to reinforce the army
in the Province of Pitsanuloke. This province
extends from Sutaradit to Xeing Khong, or the
Shan States, where it is said trouble is brewing
again. During the recent rebellion, cultivation
and other industrial pursuits had been greatly
retarded and destroyed over this vast area, and
now a season of scarcity sets in as a result, and
hence the pessimistic outlook, and fear of another
rising. It is commendable on the part of the
authorities to anticipate the worst, and to take
adequate precaution to avert any possible out-
break that may threaten to desolate the northern
provinces. A repetition of the past year's
trouble would indeed be very unfortunate for
the country.—*Siam Free Press.*

SPECIAL telegrams to the *Straits Echo* state
that Mr. A. F. G. Tilleke, the managing pro-
prietor of the *Siam Observer*, has been sentenc-
ed to six months' imprisonment for feloniously
receiving a number of precious stones and
jewellery which had been stolen from Mr.
Graehert, Bangkok, and that his Burmese clerk
had been sentenced to a year's imprisonment.
A further telegram is that Mr. H. G. Gough,
editor of the *Observer*, has been tried on a
charge of contempt of court by making certain
allegations in a leader commenting on the trial.
Mr. Gough was sentenced to fourteen days'
imprisonment, "it being added in the order of
the Court that in the event of defendant failing
to give satisfactory assurance for good be-
haviour in the future he will be deported from
Siam." Execution of the judgment of the Court
has been stayed for one day to allow the Editor
time to publish an ample retraction of the
statements made in the leading article in re-
spect of which the contempt of court proceed-
ings were instituted. The *Observer* caused
causing a good deal of excitement locally.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

BOHILLA MARU IN A TYPHOON.

STRANGER DAMAGED.

The Toyo Kisen Kaisha steamer *Bohilla*
Maru arrived in port this morning bearing
evidence of her encounter with a typhoon on
her recent trip to Manila. She was to have
left the Philippines on Monday, but owing to
bad weather her departure was postponed until
Tuesday afternoon at four o'clock. Coming
across she experienced more heavy weather
and passed her sister ship, the *Rosetta Maru*,
which appeared to have met with the last
typhoon as her boats were missing, and it is
thought they may have been washed away.

Regarding the experience of the *Bohilla*
Maru, a Manila exchange of the 25th inst.
says:—

Having weathered one of the heaviest
typhoons that has swept southern Oriental
waters for many months, the good ship *Bohilla*
Maru, Captain Bent in command, dropped
anchor in the harbour at 10 o'clock, Friday
night. She arrived from Hongkong two days
overdue. The *Bohilla* departed from the China
port at noon, October 20th. At this time no
storm signal had reached Hongkong, although
the prevalence of a large storm area had been
announced from the Manila Observatory. It
was published that a typhoon was moving very
slowly in a south-westerly direction and that
another one was approaching it from the Sulu
Sea. This information was cable to Hong-
kong, but unfortunately it reached there after
the *Bohilla* had put out for Manila. When
the *Bohilla* steamed out from Hongkong har-
bour the sea was like glass and the sky was
freckled with a few inoffensive clouds. "Fine
sailing this," passed from mouth to mouth.

Nobody aboard, not even so experienced
a navigator as Captain Bent, could see the
least indication of an approaching storm.
At noon on October 21st the *Bohilla* was
within 300 miles of Manila. Here was where
the typhoon first struck the vessel. Apparently
it had dropped out of a clear sky. Its fury
rapidly increased. That none but staunch ships
could weather the fury of the wind and water
was soon made apparent, and the very best
of seamanship was necessary to master the situa-
tion. The passengers became terror-stricken
and were ordered below. All hatchways were
battered down. By this time the wind blew a
hurricane and the sea ran mountain-high. The
waves washed the deck at every roll of the
quivering vessel as she was tossed about like a
toy. Here the real fight against the storm
began. Captain Bent ran fifty or sixty miles
to the south-west, hoping to pass out of the
storm section, but he was suddenly met by the
typhoon, which had been reported as approach-
ing the Luzon coast from the Sulu Sea, the
position of his ship becoming more perilous
than before. Three of the lifeboats were torn
from their davits and one was smashed to
splinters by a gigantic wave. One of the
iron davits was snapped in two. Two com-
passes, located aft, were carried away. Thirty
feet of rail on the port-side was split into
kindling wood and tossed to the winds. Most
of the stanchions were cracked and broken and
last, but not least, the steering gear became
loosened and, more than anything else, threat-
ened the safety of the ship. The forty pas-
sengers, confined below, gained but a faint
conception of the fury of the storm by the
terrifying rolling of the vessel that at times
seemed to career right over on her beam ends,
causing numerous cases of *mal de mer*.

Shortly after noon on October 22nd the coast
of Luzon was sighted and presently the storm
abated as suddenly as it had begun. Captain
Bent found that he had been blown several
miles out of his course and that he had a day's
run before him down the coast before he
might drop anchor off Manila.

The *Bohilla* is now moored near the
canal's mouth. The delicate varnish on the
outside of her smoking room is covered
with incrustated salt. In fact, the entire vessel is
speckled with white crystals. Panels of her
superstructure are caved in as far as
as the smoking room; the stanchions are
cracked and some broken; the stump of the
broken davit stands out conspicuously, while
the remnants of the destroyed lifeboat which
remained hanging to its davits, tell the story bet-
ter than words can.

Captain Bent is being warmly congratulated
on account of his good fortune. He was for-
merly temporary master of the *Nippon Maru*
and is one of the most reliable skippers on the
China coast.

THE SUGAR INDUSTRY.

FACTS AND FANCIES.

In 1870, when the writer was at college in a
little Rhenish town, there rose from the plains
adjoining the river Roer a factory which, owing
to its great proportions and pretentious style,
aroused the interest of the surrounding district.
The new sugar-mill and refinery, for such it
was, soon produced a great change in the
landscape of fertile fields and rolling plains,
and the golden ears of corn and rye were in
course of time replaced by the prosaic dark
green leaves of the low growing beetroot.
This new factory was the second of its kind in
the Rhineland, though it must be stated that
the cultivation of the beet, on the vast plains
of Magdeburg, was already assuming con-
siderable proportions.

At this period, the simple-minded country
people in Germany still fostered a certain
aversion to the consumption of sugar, on
account of the high price of this article
which caused it to be looked upon as a
luxury rather than a comestible for ordinary
consumption. It was not generally known
at this time that sugar is one of the most
fattening of foods, containing "as much as
85% of nutritive substances, and partially on
account of the high price and partially because
their elders believed it to be so, children were
told, that sugar was a most pernicious luxury,
spoiling the teeth and the stomach for ever.

THE Beer to drink in the tropics is the Beer
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Thirty years later the military authorities
instituted trials with companies and even
battalions of soldiers, to find out how
much of the despised sweet-stuff can be
stowed away in the solid German stomach
and with what effect. The result seems
to have been excellent; for they brought
about the abolition of the sugar bounties,
with the consequent effect that the present
generation of Germans can now indulge
in cheap sugar, a privilege that was formerly
reserved to the poorer classes in England.
Some idea of the consequences of this impor-
tant measure can be obtained, when we learn
that the retail price of sugar fell suddenly 2½d.
per kilo.

If there is any truth in the Viennese pro-
fessor Schenk's feeding theory, the next gen-
eration of Germans will principally consist
of members of the fair sex and the price of the
world will also be benefited by a further
sweetening of the proverbially sweet German
temper. The danger of revolution will be
avoided since not enough embryo-soldiers will
be born to kill their fathers and brothers in
defence of the gospel "of the sacred majesty of
the mailed fist."

The abuse of the sugar bounties is generally
laid at Germany's door, although that country
was at first only pulled and pushed along
with the other beet-root sugar producing
countries, which were bent on protecting their
new industries; and it was only when Germany
came to the front as a producer that the coun-
try began to interest itself in this pernicious
legislation, beneficial only to the great landed
proprietors and manufacturers, and a curse to
the country at large.

The immigration of thousands of most
undesirable Polish, Russian and Bohemian
labourers has been one of its worst features, and
in a country exporting countless tons of sugar
at unheard of low prices the inhabitants paid
for this necessity at the highest possible rates.
In 1870 the manufacture of beet-root sugar
was still in its infancy, compared to the
enormous output of later years. Nevertheless,
even at this period Germany produced nearly
1/5 of the total output of beet-sugar. Accord-
ing to the *Ostatliche Lloyd* of the 9th
October, 1903, the production of beet-sugar in
the German empire amounted to

Tons.	Tons.
1871-72 186,400 of which 14,300 exported	
1881-82 599,700 " 314,400 "	
1891-92 1,144,400 " 692,900 "	
1901-02 2,182,400 " 1,216,500 "	

The extension of the cultivation has, of course,
mainly contributed to this enormous progress
in the output, but the improvement in the
machinery and methods of extraction have
played no mean part in the final result.

In 1871-72 the production of sugar was only
3.28 % of the weight of the beet-root consumed
in the process of manufacture, in 1900-01 no
less than 14.14 % was obtained, and ever
since 1897-98 (12.74%) the production has not
been less than 13.37%. Small oscillations, of
course, will always occur, on account of the
quality of the beet and the weather during the plant-
ing season, which, to a great extent, influences
the sugar in the roots, but in general it may be
safely said, that the plant yields about 13%.
From the native planted and pressed sugar cane
in Java about 10 % of sugar is produced, while
I believe only 7 % of the weight of the cane is
converted into sugar in the Straits Settlements,
a great cause of the inferiority of the profits in
the production of cane sugar in that colony. The
latter, of course, is generally preferred, on ac-
count of its quality, but in the face of an ever-
rising production of beet-root sugar in Ger-
many, France, Austria, and Russia and last,
though not least, in the United States, it seems
very doubtful if the cane sugar ever will recover
its lost position on the world's market.
Some years ago the Germans tried their hand
at the cultivation of sugar in Pangani (East
Africa). It was, however, given up last year,
owing to the unsatisfactory profits obtained.
The miserable state in which sugar planting
has fallen in the West-Indies, as well in De-
merara, as on the islands, especially Jamaica
and Barbados is well-known. Cuba has got a
fresh start through the greater facilities of ex-
port to the United States, and may still look for
a few years of comparative prosperity, until the
expected development of the beet-sugar industry
in America has come to pass.

The sugar planters of the Sandwich Islands,
some of whom the writer met on board the
Mariposa of the A & A line, seem to be flour-
ishing and quite untouched by the bad times.
Their market in Western America is evidently
a first rate one, and as a possession of the
U. S. A. the Sandwich Islands probably enjoy a
greater measure of protection. It is certain
that nowhere in the world is there anything
approaching the price of labour paid in the
Sandwich Islands. Unskilled coolie labour
at \$20 and \$30, ploughmen at \$40 and white
labour at \$60 gold a month, would astonish
every planter in the Straits Settlements, and at
these rates crops of sugar could not be produced
in that colony. No doubt, an extraordinary
fine market combined with heavy crops must
concur to produce the prosperity of this con-
quest of American diplomacy. On the other
hand, however, there is no doubt, that the
heavily paid white labour in a country where
the whiteman can thrive, is worth the sums
paid for it. To engineers it is a well-known
fact, that superior labour with a restricted
number of the workers, a higher standard of
life and honesty, cleanliness, and intelligence,
in particular, costs no more and often far less,
than the kind of skilled labour supplied by
inferior races. The great objection to white
labour in the great majority of tropical coun-
tries, is either the inability of resisting the
ravages of the climate, or the kind of labour
disposable, such as beach-combers and loafers
instead of working peasants or artisans. The
results in the volcanic Sandwich Islands, in
many cases, are stated to surpass even those
in Java.

(To be continued.)

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

ILLCIT TRADE "TAXE" ON FOOD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—As far back as 1303 in the days of
Edward I, the market middlemen, (formerly
known as forestallers), who now in 1903 still
control our food supplies, were then punished
by banishment, forfeiture of goods, the pillory,
fines, and imprisonment.

Before a safe and sound state of affairs can
be brought about in the British Empire, these
laws and penalties must be revived, or suitable
restrictions enforced.

In 1674, a special Act of Common Council
states that: "The (London) markets being
intended for the benefit and advantage of
housekeepers and others, who buy for their
own use, to be spent in their own families, to
provide for themselves in the morning at the
best hand, and pay moderate rates for their
provisions."

This Act also enforced *bona fide* public auc-
tions and proper weighing facilities within the
market.

In 1801, the Common Council of the City of
London issued its famous report "as to the
extravagant high price of every necessary
article of human sustenance, and food, which
had become truly alarming," concluding with

"In order to stop the nefarious practices of
regrating and intercepting the supplies of pro-
visions for the metropolis, we, (the Common
Council), are unanimously of opinion, that
such practices should be prohibited, the offenders
heavily punished, and the contracts declared
void."

The majority of the nation is now greatly
alarmed at proposed microscopic taxes on food.

Yet the country calmly submits to avoidable
but augmenting Trade Rings, whose com-
mercial combinations have cornered our entire
fresh food supplies during both peace and war.

Tied bakers' shops run by millers, public
houses owned by brewers, an artificially limited
supply of perishable meat, game, poultry, eggs,
butter, margarine, fish, vegetables, fruit, etc.,
are all safely in the octopus grasp of the ubi-
quitous middlemen, who have illegally mono-
polised our Fresh Food markets, the joint
property of the primary food producer and the
consumer.

Free Trade should mean Free dealing be-
tween producer and consumer, which, owing
to the machinations of the middlemen, has
been made practically impossible in the British
Empire. Wherefore, despite of Free Imports,
the price of fresh food in England, still com-
pares most unfavourably with that of some
other countries—notably Germany, where the
Trade Rings are less powerful and less greedy,
and where, although almost all home-grown
foods and food imports are taxed, yet the actual
cost of food to the consumer is far less than in
our own country.

Our fresh food supplies, if made "imperish-
able," (as I have so long persistently, publicly
advocated), by proper means of killing or
collecting, preparing, dry, cold air storage, and
distributing, would tend to defeat the middle-
men's monopoly.

Various kinds of fresh foods demand different
but definite (artificial) dry cold air tempera-
tures for "imperishable" preservation.
The majority of these animal and vegetable
fresh foods, especially fish, are cheaper to pro-
duce, store and distribute, besides being much
more wholesome, nutritious, and palatable in
the "imperishable" condition, than in their
present perishable forms, too often stale and
sometimes even poisonous.

Of course, in the event of war, then only
"imperishable," fresh food supplies for the
people, army, military and mercantile marine,
can save the United Kingdom from starvation.

Notes.—Examples.—

(i.) New Zealand mutton is frequently de-
livered at the chief ports of the United King-
dom at less than 3d. per lb., for which, in the
same town, the consumer is charged from 7d.
to 1/- the lb. by the local butcher.

(ii.) Sprats are often sold in Billingsgate at the
rate of about 10 lbs. for one penny, for which
the local London fishmonger or costermonger
charges from 2d. to 3d. or more per lb.

That is to say, the consumer in London buys
one pound of sprats for three pence, with which
sum, 57 lbs. of sprats are purchased by the
Billingsgate Ring.

TELEGRAMS.

(Reuters.)

Russia and Japan.

LONDON, 27th October.
The Japanese and Russian purchases of coal at Cardiff for the past fortnight amount to 120,000 tons, including the loads of several steamers chartered yesterday, but instructions have been received that it is not necessary to insure the Russian Port Arthur cargoes against war risks, as has hitherto been done. This is regarded as a most favourable symptom.

The Standard states that official information has been received in Berlin both from St. Petersburg and Tokio, that the Tsar and Count Lamsdorff have approved of the drafts of the Russo-Japanese Conventions providing a peaceful compromise for all differences.

LATER.

The Balkan Trouble.

The demobilization of all the Bulgarian reserves has been ordered which marks the end of prospects of war for this year.

The Macedonian Reform Scheme.
Reuters agency learns that all the Powers are perfectly united in supporting the Austro-Russian Reform Scheme for Macedonia.

(Cablenews.)

Russia and Japan.

Yokohama, 24th October.
Japan will seize certain places in China if Russia persists in her expressed intention not to evacuate Manchuria. This announcement is made on the best of authority, and is believed to be not only the expression of the Government's purpose but an arrangement made between Japan and China.

Still Talking it Over.

Tokio, 24th October.
There have been held here in the past 24 hours several meetings of the Cabinet ministers and of the Army and Navy commanders. Great pressure is being brought to bear on the Mikado by the Liberal party to declare war against Russia. It is said that any bending to the will of Russia would be so unpopular as to force the present Cabinet out of office.

VOLUNTEERS IN CAMP.

The attendance in camp was a somewhat meagre one yesterday evening owing to the unsettled state of the weather. Several of the members of the corps found, on reaching their tents, that their bedding and blankets were wet through, and were obliged to return to town; there were others who stuck to their guns and after some search managed to discover a corner in which to rest their tired limbs. A notable incident yesterday was the arrival of the medical officer, to whom quarters were allotted. This is a step in the right direction on the part of the authorities, and it will be of no small satisfaction to the friends of our citizen-soldiers to know that, in event of accident, medical aid will be immediately procurable.

Corporal Deas was in command of the Camp guard last night and performed his arduous duties in a manner worthy of all praise. Some merit was provoked by this gallant "non com." appearing at the "relief" this morning with a complexion of the deepest hue—Othello's at his best—owing to a slight accident having occurred as he was blowing out the guard-room lamp. The fact that the corporal was ignorant of his sudden change of tint added not a little to the humour of the situation. A very interesting drill, of two hours, on the Maxims and 15 lbs B.L. took place this morning. One of the guns was manned by the officers of the corps, whose smart manoeuvring was worthy of a "crack" R.A. crew. An impromptu concert was held last night in the dining-tent and thanks are due to Gunner Sheffield for holding the piano.

SHIPPING MISHAPS.

The *Dufin Maru*, on arrival in port this morning, reported that, yesterday at 5 p.m., she sighted the German steamer *Tai Lee*, just outside Swatow, off Cape God Ho, showing evident signs of having suffered in the typhoon. Her funnel had been carried away and burnt, and falling on the port-side were gone. The *Tai Lee* is at present running between Swatow and Deli, Sumatra, with coals and she is known to have left the first of these ports on Tuesday with a number of Chinese labourers for the Dutch-Indies. It seems probable that she was caught by the storm when but a few hours on her journey. The *Haiching*, which also sighted the disabled steamer, states that she was returning to Swatow, where, we suppose, she will effect temporary repairs. The Norwegian vessel *Tyng*, from Hongay, reports that a fishing boat was met in a sinking condition, in the Tonkin Gulf. The crew consisting of 7 men was taken on board.

A NOVELTY in tea made its appearance lately in Paris in the shape of dried flowers of the Tonkinese tea shrub, says the *Commercial Intelligence*. This flower tea is sold in two varieties, green and black, the former being about a half franc higher in price. The green variety is having a very fair sale in the French metropolis at present, on account of its mildness and fragrance. The flower-tea is put in cold water and boiled up in the ordinary way, and afterwards left about ten minutes to simmer. A profitable market may possibly be found for this tea in Great Britain, as it is said to contain only a minute quantity of tannin, and for that reason would be welcome to a great many people. This tea was first introduced to the visitors of the last Paris exhibition by the inhabitants of the Indo-Chinese village there.

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, October 13th.
Nothing definite yet, but the situation is warming up. The Russian Minister is announced to be visiting Port Arthur very shortly, or else the Viceroy of the Far East, Pacific Ocean, etc., will visit Peking, and Russian officials generally allude to war as a certainty. Today's Reuter alluding to a projected meeting of Admirals at Singapore appears to give colour to these grave anticipations. The Port Arthur paper *Novoi Krai*, writing on October 3rd, writes pretty plainly in regard to Russia's intentions and the estimate of Japan. It says that the war cloud is again looming large on the horizon and Japan is panic-stricken. Her younger men are eager to try their strength in the arena, but Russia assured of her righteous cause and of her strength looks calmly on. What right has Japan to interfere with Manchuria? Russia has occupied it and will continue to occupy it in the interests of her big railway construction, and her troops are necessary there to preserve peace, as the outbreak at Blagoveshchensk showed before. Japan seeks outlets for her surplus population. There is Formosa, the Philippines, Australia and even Corea. Formosa is hers and her people can justly go there, but the country has to be pacified, and developed, and this means both time and money, and Japan chooses to expend neither. She prefers to come to some place where everything has been done for her, and in Manchuria she finds the results of Russian money and Russian enterprise all ready for her to profit by. Just let Japan make a decent out of Australia, the Philippines or elsewhere and see the reception she will get, and how other people treat their unwelcome guests! Russia has made a treaty with China, and with China only, and no other Power should interfere. In that treaty it is clearly stated that Russia has placed troops in Manchuria to guard her railway and because she does not feel satisfied that she can maintain peace in the country without them. The time has fully arrived, as certain English and German papers have recently testified, for Russia to rise and speak out, and she does. She is here, and here she means to stay. The article ends:—"Yes, doubtless this moment has arrived; Russia takes a firm stand in Manchuria in complete armour for the defence of her vital interests and undisposed by her present strength to alter her status quo there even after the 8th of October." From news just to hand from Corea it seems evident that matters are beginning to simmer there again. It is believed that the agreement not only with regard to the timber-felling contract but also in connection with the lease of Yangmampo is about to be signed if it is not so already. Dr. Morrison of the *Times* leaves here for Corea to-day. From Port Arthur comes word that the people are in daily expectation of hostilities breaking out, and in spite of Japan's assurances to the contrary things are generally considered to be looking up.

I regret to say that the plague hereabouts is not abating, but we are still free locally, and the utmost precautions are being taken. Trade is getting steadily worse if anything.

October 10th.
The following proclamation, issued by Viceroy Alexieff on the 4th instant, has just been translated for me. It will be seen that his powers are pretty comprehensive, but I do not remember the particular line of policy referred to as pertaining in 1900, apart from a generally aggressive and tenacious one:—

MANDATE OF HIS IMPERIAL HIGHNESS VICEROY OF THE FAR EAST.

Port Arthur, October 4th.
At the time when the functions of our common mission of war and officials of the Ministry of Foreign Affairs were allotted in Manchuria, the former were directly under the control of the Board of War, and the latter under the control of the minister in Peking. By virtue of such a dual representation in Manchuria it was inevitable that occasions would arise when it would be found that instructions received by these officials would be inconsistent and the officials be liable to outstep their proper limits. By the institution of the Viceroyalty all departments of government authority are vested in me, likewise diplomatic relations, in consequence of which the above mentioned dual representation naturally ceases to exist. It is of the utmost importance, therefore, that the military commissioners and officials of the Ministry of Foreign Affairs should strictly adhere to the line of action prescribed to them by the institution of the Russian government surveillance in Manchuria in 1900 which I henceforward order them to accept as final.

Viceroy and Adjutant-General.

ALEXIEFF.
Quite a small excitement has been occasioned here by Dr. Morrison's message home in regard to a plot to blow up the British Legation. As a matter of fact both Morrison and the Legation officials are right. That there was no actual attempt to blow up the place on the 13th is probably quite true, and nothing actually occurred on that date but a theft. When we examine the nature of the theft, however, and allow for Dr. Morrison being very probably in possession of information which lent significance to it, his apparently reckless message assumes another aspect.

It is admitted that in addition to certain powder or other ammunition's often a detonating machine was removed and dropped by the startled thief outside. Such an instrument would hardly be taken for any but a definite object, and as it has been known for some weeks that some undermining operations were being attempted, the conclusion was natural and perhaps not so very wild. It is also perfectly natural and proper that the Legation and military folk should stoutly deny that anything of the kind is afoot. However, there are many two which can be put together by any shrewd observer to reach the conclusion that some untoward circumstances have occurred of late. The Austrian authorities were recently purchasing barbed wire for Legation purposes, and the French are said to be taking unusual precautions of late in all small things in themselves, but for some reason doubtless.

P. & O. MAIL STEAMERS TO LAY UP.

By February next year three familiar steamers belonging to the P. & O. Company will be taken off the Australian run, these being the *Rome* which is at present in Australian waters, and which sailed for Fremantle on her last homeward voyage on October 12th, the *Britannia*, which will pass through Colombo for the last time homeward-bound on December 17th; and the *Victoria* which will go out of commission on completing her voyage to and from Australia in February next year.

The *Rome* will be supplanted by the *Moldavia*, a handsome vessel of 10,000 tons with 14,000 effective horse-power, which was launched last year. She will call at Colombo for the first time on February 25th next. According to an Australian paper, the *Britannia* is to be replaced by the *Mongolia*, also of 10,000 tons displacement with 14,000 effective horse-power, and the *Victoria* by the *Stamora*, of 10,500 tons and 15,000 effective horse-power. Both these last are sister-ships of the *Moldavia*.

The *Rome* was built in 1881, but was completely re-fitted with modern engines and machinery in 1892, and is remarkable on account of the daring but successful experiment which was then carried out of cutting the ship in two and adding a large section just forward of amidships. The *Britannia* is also well known, but the *Victoria* has been an extremely popular vessel on the Australian line. She established outward records as long ago as January, 1888, by running from London, via Colombo to Albany in 30 days 13 hours, and to Adelaide in 33 days 4 hours, including all detentions which records, according to the Company's hand-books, remain unbeaten.

SINGULAR EXPERIENCE OF A COLOMBO DIVER.

Whilst working at the Harbour Works, going down one of the concrete-cylinder pier pillars, at about 7.30 a.m. this morning, a diver had a singular experience. He found himself sinking into the quick-sand below and found a difficulty when he tried to extricate his legs. Finding himself getting deeper and more firmly embedded in the quick-sand, he signalled for help, and another diver went to his rescue, who was not long in finding out what had happened. He went up with information and returned, to the assistance of the unfortunate diver. When several hours elapsed without any improvement in the situation, things were regarded as serious. It was once contemplated to remove the cylinders, but this could not be attempted without serious damage resulting to the fresh air pumping gear. Eventually about 2 p.m., another diver arrived with all the necessary gear, but the digging away of the sand around was difficult, owing to the pattern of shovel or scoop employed. Whilst another obstacle was the large size of the boots or feet attached to the diving dress. After severe trials and attempts, success finally crowned their efforts, and the diver came to the surface, to the great joy and relief of the anxious onlookers, amongst whom were the foreman and others. Mr. Bostock himself was immediately on the scene, having come down in quick haste on an engine. The diver was quickly revived with stimulants, which he needed badly after so many hours' immersion.—*Rangoon Times*.

NEW COASTING STEAMER FOR THE EAST.

The *Wester Zeilung* of Bremen states that a coasting steamer, the *Dorothea Rickmers*, has been successfully launched from the ship-building yard of Messrs. Rickmers, Bremen. The steamer has been built from best German Siemens-Martin steel of the highest class of Germanic Lloyd's. The measurements of the vessel are: length 255ft., breadth 37ft., and depth 22ft. The loading capacity of the steamer is, fully laden, 2,500 tons at a draft of 18ft. The steamer was built for Messrs. Rickmers' own account, and is the sixth steamer of this class of which 5 are already employed on the Bangkok-Hongkong-Swatow run. The steamer has all the newest improvements for carrying Chinese deck passengers; and especially large hatches and sufficient gear have been provided to load and discharge cargo in the shortest possible time. The steamer is supplied throughout with deck passengers who are accommodated as comfortably as possible. It was expected that the *Dorothea Rickmers* would sail for the East about the middle of October. It is the fourth steamer which has been launched this year by Messrs. Rickmers for their own account. Besides two large cargo steamers and several lighters, two more steamers for the coasting trade in the East are under construction, and it is the intention of the firm to build more steamers for the trade in the East. The tonnage which Messrs. Rickmers will have at their disposal next year will amount to about 50,000 tons.

THE FRENCH MAILS FOR SINGAPORE.

In connection with the accident to the M. liner *Sydney*, as the result of which the passengers and mails had to be transferred to the P. & O. boat *Britannia*, some dubiety has been aroused as to the probable date of the arrival of the mails in Singapore. It was stated, when the accident was reported, that the *Britannia* was bound for Bombay, and consequently it was expected that the mails would be sent to Madras and thence to Singapore. The probability that further delays would be thereby caused was clearly recognised. It seems, however, according to the information we have received from M. Nalin of the M. M. Co. in Singapore, that the *Britannia* is bound for Colombo. The *Sydney's* passengers and mails will therefore be transferred from the *Britannia* to the *Chusan*, which is due to arrive in Singapore on Sunday, Nov. 1. The French mails will therefore be six days late.—*Strait Times*.

SIAM'S FINANCES.

INTRODUCTION OF THE GOLD STANDARD SCHEME.

We take the following from Mr. Williamson's report on the Budget of Siam for the current year:—

Several important financial measures were adopted during the past year, of which the most notable was the closing of the Mint to the free coinage of silver. Owing to the serious and long continued fall in the value of the white metal, His Majesty's Government had realised for some time that unless it took steps to counteract the depreciation in the value of its currency—a depreciation the end of which no one could foresee—it would be necessary, if the progressive efficiency of the administration was to be maintained, to increase taxation to a considerable extent. This was regarded as undesirable for many reasons, viz. if its practicability were demonstrated and consequently, after careful deliberation, it was decided to prohibit the further free coinage of silver at the Mint. This measure was effected by means of a Royal Decree published in the *Government Gazette* of the 27th November, 1902, repealing section 10 of the Royal Mint Act, R. S. 112, under which dollars were exchangeable for ticals without limit at the ratio of three to five. At the same time it was publicly notified that, for the future, any person desiring to obtain ticals from the Treasury could do so by depositing an equivalent sum in gold with the Government bankers in London, at a rate of exchange to be ascertained on application to the Ministry of Finance, and the first quotations made under this notification were at the rate of 17 ticals to the pound sterling. The long established par of exchange between ticals and dollars was thus terminated, and the currency of the country dissociated from the fluctuations of the market value of silver, as a commodity.

It was inevitable that in a great economic change such as this, certain sections of the community should suffer loss and it was therefore no matter for surprise that immediately after the promulgation of the Decree above mentioned, the local branches of the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China and the Banque de l'Indo-Chine should have made representations to the Government as to the injurious effect the measure would have on the interests of their institutions, by reason of the sudden appreciation of the value of the tical. On the day the Mint was closed 212 ticals were equal to £1 sterling, and while the Government maintained its indefeasible right to effect any change in its currency laws which it might deem proper, it had no desire to hamper trade or inflict any unnecessary loss on the banking community through the operation of a measure designed for the general benefit of the country. The representations of the Banks were consequently deferred to in so far as it was agreed to raise the selling price of ticals gradually, commencing from a maximum of 20 to the pound instead of 17 as at first proposed, and in making this change the Government further announced that the initial rate would not be altered for three months unless the step was necessitated by a rise in the value of silver, as estimated by the quotation of the dollar in Singapore. Moreover, once it was raised, the rate would not be lowered, notwithstanding that silver might again fall in value. To these terms the Banks immediately agreed and at once commenced making large forward contracts for the delivery of ticals at the rate of 20 to the pound.

The wisdom of the proviso empowering the Government to change its selling rate in sympathy with a rise in the price of silver was seen as early as the 17th December, when the rate was changed to 19½ in consequence of an upward movement of that metal, and again on the 31st December when the selling rate was announced as 19½. As silver continued to advance, the tical was raised by gradual stages until, on the 11th March, it had reached a figure of 18½ to the pound sterling. Each of these successive stages was followed by corresponding changes in the market value of the tical, as quoted by the local Banks a clear and satisfactory indication that the Government had, for the time at least, succeeded in making its rate effective, and a practical justification of the measures adopted towards that end.

This condition of affairs continued until the end of the year (31st March, 1903), after which there was, for a time, some falling off in the Banks' rates owing to the decreased demand for ticals consequent on the slackening of the export trade and largely increased volume of imports. Variations such as these are, however, to be expected and on a review of the whole circumstances it may, I think, be fairly claimed that the important economic step taken by the Government last November has been attended by a most satisfactory measure of success, as well as by a minimum of disturbance to the local trade interests. The tical has now been placed on a firm gold basis, instead of depending for its exchange value on the price of a metal which has earned an unenviable notoriety for its fluctuations and which has fallen enormously in value during the last quarter of a century, in its relation to gold. Moreover, Siam has now obtained both the practical and sentimental advantage of having placed her monetary unit in a position where it is at least in a fair way of being recognised in the exchange marts of the world as a coin with a value of its own. Until the change to a gold standard was effected, the local Banks invariably quoted their rates for gold bills in dollars—ignoring ticals altogether except in the matter of actually making or receiving payment of the total value of the bill negotiated—whereas now the quotations of two of the Banks are always made in terms of the local currency. The foreign business firms of Bangkok have also, to a great extent, followed on the same lines and thus the curious anomaly is rapidly disappearing of dollar prices being quoted in a country where dollars never pass from hand to hand.

Before leaving this subject, it may be well to allude to certain criticisms which have lately appeared in the press and elsewhere, as to the alleged partial failure of the gold standard scheme owing to the divergence for a time between the ruling market price of the tical and the Treasury selling rate. It appears to have been imagined by some that the closing of the Mint to the free coinage of silver necessarily implied the fixing of exchange by Government at whatever figure it chose to adopt as the selling price of ticals, but a moment's reflection will show that this cannot possibly be the case.

The Banks are the buyers and sellers of bills of exchange between Siam and the different countries with which it has business relations, whereas the Government merely possesses the monopoly of making and selling ticals and, in common with all monopolists, is in a position to fix its selling price at such a figure as it chooses, consistently with the necessity of finding buyers. In addition, however, to the ticals in the Government coffers, there are an enormous number of these coins in actual circulation throughout the business centres of the country, and the effect of these is very great indeed when they flow to and from the Banks in accordance with the necessities of trade. At times when the demand for money is great, as for instance during the busy export season, the Banks find themselves compelled to come to the Government to replenish their dwindling stock of coin, and when this happens the ruling market rate will approximate closely to that at which the Banks can obtain fresh supplies from the Treasury. At such times the Government rate is said to be effective.

There are other seasons, however, e.g., when the volume of imports exceeds that of the exports, when the Banks find themselves flooded with specie tendered in payment of bills taken up by the importers to pay for the merchandise brought into the country. The Banks then, finding that the volume of business is inconveniently setting in one direction and being unable, for the time, to utilise the funds of which they find themselves in possession, put down rates in order to check the inflow of ticals, and induce sellers of bills to offer them more freely. On occasions such as these, the Banks are able to obtain ticals at a certain point below what may be termed the par of exchange for the time being, and hence have no necessity to come to the Treasury for funds. The Government rate has then, temporarily, ceased to be effective and will continue so until money once more begins to flow out of the banks in greater volume than it comes in. This, however, is a contingency that must be expected at certain seasons of the year.

It may then, perhaps, be asked what benefit has been gained by the closing of the Mint; if exchange must necessarily continue to fluctuate in the manner above explained. The answer to this is that the fluctuations will now take place round a fixed point—the price at which the Government is selling ticals—and will depend on the exigencies of the local trade instead of being largely influenced, as heretofore, by the value of silver in foreign markets. This in itself is an immense gain and if, moreover, as is confidently expected, the fluctuations round the fixed point, or par of exchange, are usually of only moderate extent, the further advantage will have been gained of a practically steady tical. Last, but not least, is the resultant effect of a tical of higher value—a change that will certainly appeal to the great majority of the inhabitants of the kingdom and is believed to be for the benefit of the country at large.

THE REPORTED SEIZURE OF BRITISH ISLANDS.

From inquiries made in official quarters, *Lloyd's News* is enabled to state that the story of a fresh seizure of islands off the coast of British North Borneo by the United States is without foundation, and has arisen from a misapprehension of facts. Some six weeks ago islands of the Sulu group off the Borneo coast were taken possession of by the United States officials under the impression that they had been ceded to America by Spain, and had been in the possession of the latter country before the Spanish-American war. The United States already owns a portion of the Sulu group, and the islands taken possession of are of very little value. However, a communication was sent to Washington pointing out that the two islands in question were British territory, the correction being received with all friendliness and courtesy, matters being at once put in train to remedy the mistake. The later report current, that two more islands had been seized in Darvel Bay, is altogether untrue. No such seizure has been made, nor has any protest, as alleged, been lodged by the British Government at Washington. All the correspondence that passed was the friendly communication in connection with the Sulu group alluded to above. No importance was attached by either Government to the affair, which has been speedily and amicably settled.

COMMERCIAL.

TO-DAY'S EXCHANGE.
IN LONDON, Telegraphic Transfer 1/104
" Bank Bills, on demand 1/10 3/16
" Credits, 4 months' sight 1/10 9/16
" D'ments 4 months' sight 1/11 1/16
IN BERLIN, (German), 1/1 88 1/2
IN PARIS, Bank Bills, on demand 2/32
" Credits, 4 months' sight 2/35 1/2
IN NEW YORK, Bank Bills, on demand 45
" Credits, 30 days' sight 45 1/2
ON DOMINAY, Telegraphic Transfer 138
" On demand 138 1/2
ON SHANGHAI, Telegraphic Transfer 71 1/2
" Private to days' sight 71 1/2
ON YOKOHAMA, T.T. 89 1/2
" Sovereigns, Bank's Buying Rate \$16.94
" Gold Leaf 100 touch, per tael 56.00
" Bar Silver 28

OPIMUM QUOTATIONS.
Yesterday's quotations are as follows:—

Per chest
MALWA NEW 870/000
" LAST YEAR 860/000
" OLDEST 850/000
PATNA NEW 1,097/000
BENARAS NEW 1,097/000
PERSIAN (PAPER) 750/000

Co-Op's Advertisements.

TO LET.

HOUSES in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.
GODOWNS at BOWRINGTON, Flats East, No. 1, RIFON TERRACE in Flats East, GODOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th October, 1903. [1296c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAILONG."
Captain Evans, will be despatched for the above Port, on SATURDAY, the 31st instant, at Daylight.
For Freight or Passage apply to
DOUGLAS, LAFFRAIK & Co.,
General Managers.
Hongkong, 29th October, 1903. [1291c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAICHING."
Captain Passmore, will be despatched for the above Ports, on SATURDAY, the 31st instant, at 3 P.M.
For Freight or Passage, apply to
DOUGLAS, LAFFRAIK & Co.,
General Managers.
Hongkong, 29th October, 1903. [1296c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."
of the HAMBURG-AMERIKA LINE, Captain E. Burmeister, will leave for the above places TO-MORROW, the 30th instant, at Daylight.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 29th October, 1903. [653c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG."
of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 3rd November, at 9.30 A.M.

All Claims for damage must be sent in before the 9th November, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 29th October, 1903. [653c]



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SCOTCH WHISKY DISTILLERS.
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and
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Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [649c]

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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 22nd November.
MARSEILLES, LONDON & ANTWERP	"ACHILLES"	On 29th November.
LIVERPOOL	"PROMETHEUS"	On 6th December.
MARSEILLES, LONDON & ANTWERP	"DARDANUS"	On 13th December.
S.S. "NINGCHOW" left Victoria, B.C., on the 10th inst. for this port via Japan.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 10th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WOOSUNG"	30th October.
AMOY and MANILA	"KAIFONG"	31st "
ILOILO	"WUCHANG"	31st "
KOBE	"TSINAN"	2nd November.
MANILA	"SUNGKIANG"	11th "

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Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
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Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th Nov., at 10 A.M.
PERLA	1980	J. McGinty		

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Hongkong, 24th October, 1903.

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"INDRASAMHA" 5,197 W. E. Craven Dec. 14, "

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Destinations	Steamers	Captains	Sailing Dates
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FOR FOCHOW	"ANPING MARU"	J. Goto	TUESDAY, 1st Nov.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	TUESDAY, 1st Nov.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 4th Nov.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

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T. ARIMA, Manager.

Hongkong, 28th October, 1903.

Shipping—Steamers.

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HONGKONG-MANILA.

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STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

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THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. ON SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, 10.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5, and Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO."

Captain Grand, will be despatched for the above Ports, on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 21st October, 1903.

[1280c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship

Captain

Tons

Sailing Date

ROHILLA MARU

Ernest Bent

3,869

SATURDAY, 31st October, at 10 A.M.

ROSETTA MARU

H. S. Smith

3,876

THURSDAY, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 24th October, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 21st October, 1903.

[1283c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COL-OMBO, BOMBAY, KARACHI, ADEN, SUERZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Prince's Building.

Hongkong, 26th October, 1903.

[1234c]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA."

Captain Borck, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th October, 1903.

[1279c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Fongkong, 24th October, 1903.

[1292c]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.

THE Company's Steamship

"JELUNGA"

Captain Windebank, will be despatched as above on SATURDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 28th October, 1903.

[1305c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"KURDISTAN" 31st Oct.

"RICHMOND CASTLE" 10th Nov.

"ORONO" 19th Nov.

"ORO" 1st Dec.

"LOWTHER CASTLE" 14th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 26th October, 1903.

[1301c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOB, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWU."

Captain Parkinson, will be despatched for the above Ports, on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903.

[430c]

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Cornhill Road Central,
H. K. 9th February, 1903.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road Central,
Hongkong, 28th November, 1902.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars remade on old ones.

Ladies and Children's Under-clothing (Children's Dresses), and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1902.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:

On the 29th at 11.50 a.m. The barometer has risen considerably over S. China and Japan, fallen over N. China.

The anti-cyclone remains central over Mid-China.

Pressure is relatively low over the S. part of the China Sea, and over the Pacific to the SE. of Formosa.

Gradients are decreasing and the monsoon is moderating on the China coast.

Sleep gradients with heavy monsoon over the China Sea.

Forecast:—Moderate N. winds; fine.

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THE SHARE MARKET

PAID UP

LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
£1.10/- @ 1/8 = \$18 for half- year ending 30.6.1903	\$630
1.00/- for 1902	\$29 b.
	\$19
RANCES.	
ent = \$32 per share for 1902 ...	\$402 1/2 m.
1 for year ended 30.4.1903 ...	\$60
£1 making £2 for 1902	Tls. 2 1/2
12 for 1901	\$135
15 per share for 1902	\$175 ex div.
RANCES.	
er share for 1901	\$320
share for 1901	\$90
ING.	
half-year ending 30.6.1903 ...	\$31 1/2 sa. & b
10/- per share for 1902	\$81
\$5 per share for 1900	\$18 1/2
\$3 for year ended 30.6.1903 ...	\$30 b.
= 12% for year ending {	\$26
30.04.03 {	\$16
erim of 6d. for 1902	£0.19/-
of 2% for 1903	Tls. 36 s.

of 34 1/2 = Tls. 1.75	Tls. 59 a.
RIES.	
7 making \$12 for 1901	\$96 b.
share for 1897	\$10
% for year ending 30.9.02 ...	Tls. 60
ING.	
.....	5 1/2
Frs. 30 making Fcs. 60 for 1902	\$600 a.
of 1/- per share 28.1.01	\$8 a.
of 1/- per share 26.10.02	Tls. 6 1/2 ex div.
AND GODOWNS.	
6 for 1/4 year 30.6.03.....	\$200 b.
Tls. 8 making Tls. 15 for year	
30.4.03	Tls. 118
of 2 1/2 for 1903.....	\$87 1/2
902	\$38 aa.
of Tls. 5 for 1903	Tls. 217 1/2 aa.
AND BUILDINGS.	
cents per share for 1902	\$61

of \$6 for 1903	\$154 s.
of share for 1902	\$35 sa.
of \$14 for 1903	\$524
at 1-year 1903	\$147
for 1-year ending 31.12.1900	\$58
year ending 30.6.03	\$264 sa.
year ending 31.3.03	Tls. 14 sa.
for 1902	\$104
of 6 % for 1903	Tls. 100 b.
BILLS.	
of 60 cents, making \$1 for } 1903	\$144 b.
period ended 31.10.97	Tls. 324 sa.
of 3 % on account of 1898 ...	Tls. 224 sa.
div. of 4 % on acct. of 1898 ...	Tls. 35 sa.
period ended 31.12.00	Tls. 200
COMPANIES.	
year ending 30.6.1900	\$250 b.
	\$15 sa.
of Tls. 3 per share	Tls. 51 s.
REVENUES.	
of 20 per share for 1902	\$224 b.
of 5 % for 1902	\$94 s.
of share for 1902	\$244 b.
for year ending 30.4.1903	\$8 s.
	\$124 sa.

and 1 % bonus for 1901	\$140 b.
1902	\$145
Dividend = \$3.75 for 1902	\$37½
of \$4 for 1903	\$350 s.
for year ending 31.11.1902	\$320
for year ending 31.7.1902	\$13½ b.
Dividend = \$1½ for 1902	\$40
of \$2½ for 1902	\$40 s.
.....	
.....	\$5½ s.
for year ending 31.5.03 ... {	\$0 b.
.....	\$210 ss.
of 6 %	\$15½ b.
.....	\$5 b.
for half-year 1902	\$50
.....	\$15 h.
for year ended 30.6.1903	\$8½ s.
Dividend of Tls. 7½ paid } 31.03	Tls. 27½ b.
.....	
.....	\$50

BENJAMIN, KELLY & FORTIS,
Share Brokers.

OFFICES: 3, DUDELL ST

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,
GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks, Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Brochures, Bengalines, Peau de Soies, Glacés, Foulards, Chenes, Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon, Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Kobes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes—Madam Leizer, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries: Satens, Linenets, Scillecias, Black, Backs, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,
CHATELAINE BAGS.
SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.
NEW VEILINGS.
LACE STOLES.
WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,
Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds,

Perfect Style and Finish.

The Best is always the Cheapest.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Fascinators.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc.: Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,
MANAGER.